

Public to Pass On Budget Cut To 345 Millions

With \$175,000,000 Slashed
by Board of Estimate, It
Will Be Printed for Open
Hearings Next Week

Still \$50,000,000 High

Citizens' Advice as to Which
Departments Can Stand
the Ax To Be Invited

When all the cuts are made and the
tentative city budget for 1921 is ready
for the printer to-morrow night, the

sum total will run between \$345,000,000 and \$355,000,000, according to Comptroller Charles L. Craig. When the budget committee of the Board of Estimate began the slashing process last week, the budget estimate for next year, including all the city department requests, the direct state tax, the debt service and other items which go into the budget, amounted to \$53,000,000. That means that the committee will have cut about \$175,000,000.

The \$355,000,000, however, is merely the tentative budget and that figure will have to be substantially slashed to produce a reasonable tax rate compared with this year. The 1920 budget was approximately \$273,000,000 and the tax rate in Manhattan now is 2.48. For every \$1,000,000 above this year's budget the tax rate will jump one point. The Board of Estimate expects to cut many millions more from the 1921 estimate before the new budget is finally adopted on October 31.

Public Opinion Sought

Public hearings will be held next week on the tentative budget, at which public opinion will be sought as to what departments can stand the big sacrifices. The last public hearing will be held on October 18, according to present plans, after which the budget committee will enter upon its last lap of whipping the final document into shape. A desperate effort will be made to knock off at least \$50,000,000 more.

When Mayor Hylan and Major La Guardia, President of the Board of Aldermen, walked out of the budget committee meeting yesterday to attend a meeting of the Armory Board, Comptroller Craig complained of letting any other meetings interfere with the work on the budget. The meeting had to be adjourned temporarily because of a lack of a quorum and the Comptroller declared that if the tentative budget were not ready on time the Mayor and the Aldermanic president would be responsible. The suggestion was made that the committee hold night sessions.

"I don't intend to give way to baseball games and dinner parties," the Comptroller said. "I have been working nights on this budget, and I don't propose doing so any longer."

Despite delays, the budget committee made good progress yesterday. The largest cut made was in the request of the City Magistrate's Court for \$2,206,550. The tentative allowance was \$1,400,000. The allowance in this year's budget was \$1,191,877.

Salaries in Abeyance

The bulk of the increases asked by the magistrates were for personal service and included a salary increase

for Chief Magistrate William McAdoo from \$11,000 to \$15,000, an increase in the salaries of forty-three city magistrates from \$8,000 to \$12,000 a year, an additional force of 106 probation officers at a cost of \$203,500, and forty-six clerks and thirty-eight typists to assist the probation officers.

Mayor Hylan led the opposition. He vigorously opposed the application for more probation officers, clerks and typists on the ground that they were unnecessary. He declared the magistrates were "overdoing it." The Mayor said the present probation staff was occupied about a third of its time in preparing useless reports. Borough President Curran of Manhattan made a motion to increase the present quota of 48 to 100. This motion was lost. A motion by Comptroller Craig to hold the matter in abeyance until the board was in a position to see if any money might be available for such purpose was carried.

The committee also made substantial cuts yesterday in the estimates for some of the borough park departments, the New York Public Library and other departments. In all cases the committee continued to disallow any increases in salaries asked beyond the increases granted to all departments on August 20 and also eliminated all requests for new positions. The committee will resume its work at 10 o'clock this morning.

Curran Asks \$9,284,713 For Manhattan in Budget

Increase of \$4,984,964 Over Last Year Represents Higher Wages and Rise in Supplies

Borough President Henry H. Curran of Manhattan requests \$9,284,713 in the departmental estimate for the 1921 budget. This is an increase of \$4,984,964 over the allowance for this year, which was \$4,297,749. The increase in large part represents higher wages and the increased cost of materials, equipment and supplies. The Borough President declared any requests for building construction or non-revenue-producing improvements for a year, in order not to prejudice the housing situation.

Borough President Maurice E. Conolly of Queens requests a total of \$7,403,382 for 1921, as against \$2,016,463 allowed this year. The total estimate includes \$2,400,000 for non-revenue-producing improvements to be financed under the pay-as-you-go plan. Similar to the salary increases asked by the Manhattan Borough President, the Queens executive is satisfied with

A Stock Broker's Testimonial

"When I retired I invested half of what I had in Guaranteed Mortgages—half in other securities. I would be better off if my whole investment had been in Guaranteed Mortgages, for I have suffered considerable loss through shrinkage of my other securities, while my mortgages are intact, and have caused me no anxiety. I have advised my son to put his surplus earnings into Guaranteed First Mortgage Certificates."

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less in most instances than the general increases last August provided.

Commissioner Grover A. Whalen of the Department of Plant and Structures requests a total allowance of \$5,149,745, as against \$3,797,912 allowed for this year, for personal service. To this is added a request for \$8,651,205 for new bridges, repairs to existing bridges and ferry slips, to be financed under the pay-as-you-go act. Construction of new bridges at Little Neck, Metropolitan Avenue, Shell Road, Fresh Kills, Meeker Avenue, Greenpoint Avenue and Ocean Avenue is included, at a cost of \$5,335,000. The department wants a floating drydock, to cost \$225,000.

Leonard M. Wallstein, counsel to the Citizens Union, issued a statement last night criticizing Commissioner Whalen for not following the practice of other city departments in submitting his budget estimate in the usual form. Mr. Wallstein declared that in the form submitted it was impossible to find out what is to become of the \$2,085,416 increase in salaries requested. Commissioner Whalen issued a reply to Mr. Wallstein declaring that the latter's criticism merely showed his ignorance of city business.

Runaway Bull Trapped As He Halts at Saloon

Two bulls from the West got out of the stockyards of Joseph Stern & Son, at Fortieth Street and the Hudson River, at 1 p. m. yesterday and started uptown. Stockyard employees and patrolmen set out in pursuit in automobiles, while persons in the path of the animals gave them a wide berth.

One of the bulls galloped clumsily up Tenth Avenue to Fifty-fourth Street, where he stood transfixed before a placard in a butcher's window proclaiming that Hamburger steak could be had for 48 cents a pound. He still was staring at it proudly when a cattle hand slipped a rope over his horns and started him back toward the yard.

The other animal had a more definite objective. He ran up Eleventh Avenue to Fifty-fifth Street, where he turned east and took to the sidewalk, bumping one or two astonished pedestrians against the walls of buildings as he passed. At Eighth Avenue he came to a stop and scanned all the corners carefully, crushing a Mr. Johnson against the wall of a house inadvertently as he turned.

The signboard of James Corrigan's saloon met the bull's eye, which seemed to gleam with intelligence at the sight. He trotted over and stuck his head into Mr. Corrigan's door. Mr. Corrigan found a cobwebbed bungstarter and beat the apparition over the nose with it, while Patrolman James Delaney and an ex-cowboy named James Brieden, sought to pull the bull out by tail and hindquarters.

The bull was firmly wedged in Mr. Corrigan's front door and neither bungstarter nor tail twisting served to extricate him for almost half an hour, in which time Eighth Avenue became so congested that surface cars were stalled. The ex-cowboy's hand was stopped on as he slipped a rope around the bull's leg, but the rope, with plenty of men at its end, did the trick and the thirty bull was hauled back to the yard.

MacSwiney Is Very Weak

LONDON, Oct. 7.—Terence MacSwiney, Lord Mayor of Cork, who this morning began the fifty-sixth day of his hunger strike at Brixton prison, passed a fairly good night, but did not appear very much rested early to-day, according to a bulletin issued by the Irish Self-Determination League. He was very weak.

Five Killed, 26 Hurt in Tanker Blow-Up at Pier

(Continued from page one)

The three missing men had not reported, either to the company's offices or to their homes late last night and it is believed they perished. It will be difficult to identify two of the dead until those missing are accounted for, because they were burned beyond recognition.

Assistant District Attorney Reuben Wilson, of Brooklyn, investigated the accident immediately after it occurred and questioned Captain Reginald G. Green, master of the G. R. Crowe. Captain Green told the official he believed the explosion was due to carelessness on the part of the workmen, who, he was convinced, must have been smoking. The tanks, he said, had been thoroughly steamed out at Warner, N. J., immediately after the vessel's arrival at that port with a cargo of crude oil, September 24 last. The oil was delivered to the Warner, Quinlan Asphalt Company, owners of the vessel, which had just arrived from Palo Blanco, Mexico.

Acetylene Torch Used

J. S. Carlitz, of 276 Seventh Avenue, an expert chemist, who visited the shipyard just after the blast, said explosive gas always generated in oil tanks after they were emptied and that it was customary to expel it either by steaming or by flooding the tanks. The former method, he declared, is not as effective as flooding. It is customary to call in chemists to examine such tankers before any overhauling is done, and it is not known whether such an expert inspected the G. R. Crowe. Company officials refused to discuss the accident, but James J. Gegan, head of the police bomb squad, said after the accident that the ship's log had no entry showing that the tanks had been examined.

The workmen were engaged in removing a deckhouse from the forward end of the ship to a point amidships. Robert Carrey, a watchman on the vessel, told Assistant District Attorney Wilson he had been watching the men at work and that no one was in the

hold of the vessel. He said he saw men working on the bridge of the deckhouse with an acetylene torch, and that a hatchway down which sparks might have been blown was open.

The theory that some of the workers might have been smoking is given little credence by the authorities, who say that the workers themselves knew how dangerous such a practice would be. The investigation will be continued today by District Attorney Lewis, of Kings County, in an effort to determine whether the shipyard owners or the owners of the ship are to blame. The terrific force of the explosion rocked the whole neighborhood of the shipyard and scores of women and children, some of them members of families of the victims, ran to the entrance of the yard. They were restrained with difficulty from rushing to the scene of the accident.

Man Hurled Through Roof

When police and firemen and ambulances from several hospitals and the

Red Cross arrived they found the dock alongside which the G. R. Crowe was moored littered with wreckage. A 400-pound section of a pump was blown through a shed and heavy steel plates and stanchions were twisted like light wire. A life boat was reduced to kindling.

Start, one of the victims, was hurled fifty feet through the roof of the machine shop, and firemen had to mount a ladder in the interior of the building to get his body down from a girder. Many of the victims were still in the debris when firemen and police arrived, and thrilling rescues were made. Ambulance surgeons waded through oil to attend the injured.

A conflicting story of the blast was given to Assistant Fire Marshal Richard F. Walsh by Alexander Wilkie, of 115 Broadway. He told the official he had left the ship just before the fire and that no acetylene torches were in use. He insisted that several plumbers were making up fittings and that he noticed members of the crew smoking.



PRE-WAR PRICES

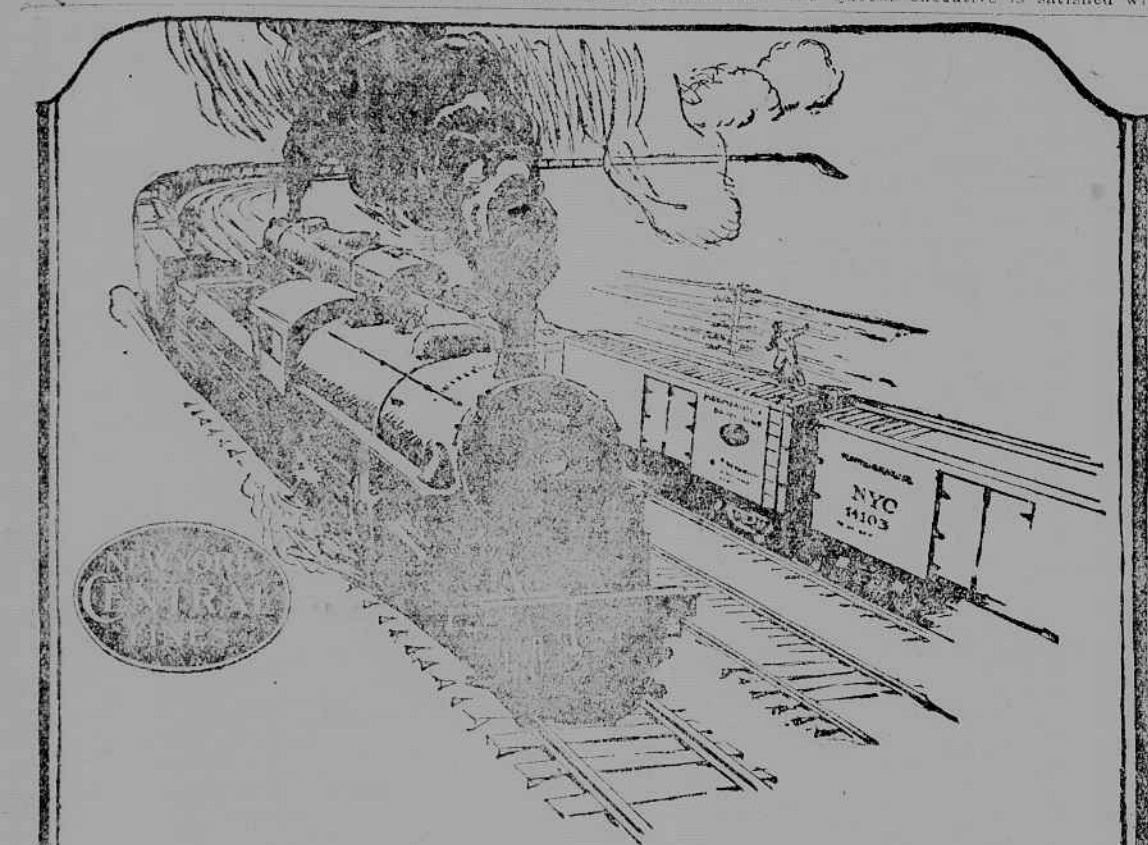
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Keeping Faith

THE cars are coming! From now on travelers will notice a gradual transformation in the long trains which recently have been breaking all tonnage records. They will see an ever-increasing number of bright spots—here and there snow-white refrigerators, glossy-black hopper and gondola coal cars, and glistening-red all-steel box cars.

Already the first section of the new equipment ordered by the New York Central Lines immediately following the termination of Federal control has been received from the shops and has gone into the Nation's transportation service. The balance will be delivered continuously and in increasing volume.

These cars come with the advent of the busiest of fall and winter seasons, at a time when they are needed as never before.

WHEN the Government turned the railroads back to their owners, experts computed that approximately \$500,000,000 worth of new equipment was the imperative need of the hour. The New York Central Lines immediately placed their \$53,000,000 equipment order, covering 196 locomotives, 265 passenger cars and 11,244 freight cars.

These freight cars, if coupled together, would make a solid train ninety miles long. But measured by the total number of efficient cars added to active service, the repair program of the New York Central Lines this year amounts to several times the new construction.

Crippled freight cars to the number of 59,196 were rebuilt and rendered 100 percent. serviceable up to September 1st. During the same period, "medium" repairs were made to 41,222 additional damaged freight cars.

LAST March assurances were given the shippers and the public generally that no time would be lost in meeting the needs of the service, in rehabilitating existing equipment and purchasing new rolling stock.

The New York Central Lines are keeping faith.

THE NEW YORK CENTRAL LINES

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BOSTON & ALBANY — TOLEDO & OHIO CENTRAL — PITTSBURGH & LAKE ERIE
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TALES OF RICORO

"My office was next to Grover's, and this day I heard his voice louder than usual through the partition. I caught the name 'Sanford', a broker who is a close personal friend of mine. The partition was thin, the temptation strong, and I, being only human, listened. Snatches of the conversation reached me, and I heard

"'only to you say?—Why Sanford that's the best buy on the market!—Smooth! I'll say so!—Ricoro—you bet I won't forget that name—I'll take a few thousand before I go away—ah huh.'

"I picked up the newspaper and turned to the financial page—but Ricoro was not listed. I dashed uptown to Sanford's office and exclaimed—'Buy 500 Ricoro at 10 or better!'

"'I'll give you one for nothing,' replied the astonished Sanford, handing me a rich looking cigar. 'You'll have to go around to the United Cigar Store if you want any more of them. I gave one to old man Grover this morning, and he just called me up to ask—'

"'But by this time I had lighted my first Ricoro and—well, I knew exactly how a man feels when he's made a million dollars!'

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A Corner in Ricoro

"I SEE by the papers that J. Henry Grover has cleaned up another fortune in Wall Street," chuckled the real estate man, as he reached for the matches—"The best 'tip' I ever got in my life came from that old boy."

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Ricoro
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